NEW YORK, THURSDAY, FEBRUARY 9, 1871.

however, of the case of Mr. B. Van Steambergh, of

Fishkill, who also does bustness in New York. He

was a passenger on the wrecked train bound from

eller on the road, and one accustomed to study his

comfort. When leaving New York, he sought ac-commodation in Mr. Vosburzh's car, the first one,

because of his acquaintance with Vosburgh. Vos-

burch told him he had no place for him, as his car

was full. Thereupon he went into the second car.

where he was at the time of the collision. He had

thrown off his coat and vest, and was dozing at the

time. He escapaed, leaving his garments behind.

His wallet, containing \$30, was in his coat pocket

New York to Poughkeepsie. He is a frequent trav.

## THE HORROR DESCRIBED

The Number of Lives Lost Still Unknown.

MANY CORPSES STILL UNDER THE ICE.

THE GHOULS OF THE HUDSON.

A Train Sliding Down an Icy Track.

DAVID SIMMONS, THE HEROIC ENGINEER

The Beginning of the Inquest in Poughkeepsie.

THRILLING PICTURES OF THE SLAUGHTER. THE RECOGNITION OF THE DEAD.

The Bearing Away of the Corpses by the Friends.

THE BOAD TO BE WORKING TO-DAY.

The frightful calamity on the Hudson River Railroad on Monday night, just below the little station of New Hamburgh, by which unward of twenty lives are now known to have been lost. very naturally created the wildest excitement along the entire road. Yesterday the confusion was so great, and the railroad officials were so studiously reticent, that it was almost impossible to get any intelligent version of the disaster. But by a more patient investigation, and conversations with all the survivors who are accessible. the following authentic facts were gathered:

The scene of the accident is a drawbridge, about twenty feet in length, spanning a little creek, emptying into the Hudson at a point about balf a mile south of New Hamburgh station, and nearly ten miles south of Poughkeepsie. This bridge is approached from the north by a solid embankment. On the south the road is continued on trestle work for a distance of about two hundred feet before reaching an embank ment. The trains were wrecked on this drawbridge, and the casualties were occasioned by the burning of the wreck and the bridge and

THE LIVES LOST were those of passengers and employees on the second Pacific express, which left Thirtieth street, New York, at 8 o'clock on Monday night, and, according to the time card, should have passed New Hamburgh at 10:09, and was due here at 10:35 that night. It was one of the ewiftest trains on the road, making no stoppage between New York and Poughkeepsie. This par ticular train was composed of the locomotive, an express car filled with freight and locked, con-Asining no messenger, a baggage car, five sleeping cars, and one ordinary passenger car at the rear. The first sleeping car was bound for Buffalo, and was filled with passengers for that point and places beyond in that direction. How many passengers were in it has not yet been definitely ascertained; but it is positively known that applicants for berths in it had been rejected he ground that all the accomm

THE CAUSE OF THE DISASTER was an accident to the truck of a car on an extra oil train moving south from Poughkeepsie. This train consisted of from twenty-five to thirty cars; it has not yet been ascertained definitely what the precise number was. Some of these cars were ordinary box cars filled with barrels; others were fits carrying huge tanks filled with oil in bulk. As this train passed the New Ham urgh station from a quarter to half past 10 o'c'o.k, it was noticed that something was wrong about the truck of one of the cars. Some reports say a wheel was broken; others that an axle was brok in. This can not be determined until the truck itself is fished out of the water under the ruins of the bridge. But whatever was the nature of the breakage, it was discovered waile the train was passing the New Hamburgh station house, and the engineer began shecking his train. He whistled down brakes re-

the brokes had but little effect, and the train ran on antil it struck the drawbridge. Here the absence of fillin, Le ween the tracks allowed the truck to fall through and lodge, the shock twisting the car traca. The jerk of this smuch I roke a coupling it cars which were intact moved forward on the track. teaving the wreck behind. The engineer pulled up fretantly, and seeing the Pocific express coming up just at the moment, he leaped from the train and at The express engineer saw the signal, and

WHISTLED DOWN BRAKES, at the same time directing his fireman to put on the patent tra es. The fireman jut on the brakes and jumped, escaping with some bruises. Just then the brakes, sounded two shricks, a signal to take off the brakes. It is supposed t as the engineer saw the impossibility of stopping in time to avoid the ob dashing shead with all seeed in the hope of break ing through it. But be one the effect of either o these managuvres could be produced the locomotiv whole region was wrapped in flame. The oil, ignited by the fire of the engine, was ecationed throughout circui o' a bundred fee , communicating a quick fire to every combus ible object with which it came

in contact. It ran in STREAMS OF LIVING PLAMS

down the sries of the trestle work, and along the timbers of the bridge, enveloping all is a sheet of are. It diversed the express bargage and first steep-tog car of the express train, and in a twinkling those vehicles were a mass of flame. It ran away in rivers of fire on the ice below, and filled the fect with blistering flame. The passengers in the second sleeping car, and those in the rear of it, sprang from their couches and escaped with shricks of terrer, intersified by the fearful heat to which they were instantly exposed.

from the first car, which, simost simultaneous with the collision, was covered as with a sea of flame It is supposed, however, that the passengers to the other cars escaped. None as yet are known to have been lost. The second and third sleeping cars were quickly on fire as thoroughly as the first, but tho in the rear were uncoupled and pushed back out

BHELTER FOR THE SURVIVORS.

Pollowing t e first collision and communication of the fire to the oil there was a report heard like the explosion o a cannon, and the air was again files with hvid flame. It is supposed that this was th explosion of a second oil tank. How many oil cars remained on the bridge and trestle at the time of the contrion is yet undetermined, as all were burned.

was all precipitated upon the ice and into the water beneath. The track at this point was about twelve feet at ove the water. The engine of the express train went down at the first collision, carrying with it

THE BEROIC ENGINEER, SIMMONS, and his friend, a Mr. Burtlett, who was riding with him. The locomotive, of course, sank through the ice and went to the bottom, which at this point is about twenty-five feet deep. The express and paggage cars, still burning, followed into the water and sank. The baggage master, on the first signal of danger, threw his door open and looked out. Sec. ing the imminence of the danger, he leaved from his car in time to save himself. The first sleeping car in which the greatest loss of life occurred, went down when the trestle fell, and penetrating partly through the ice, rested with about one-third of its de above water. The part above water was all burned off, leaving the wreck partly submerged, filled with water, and containing the remains o' the killed. The two cars following it also feil into the water, and were destroyed. As soon as the flames had subsided sufficiently to allow people to approach the wreck, the survivors and some citizens of New Hamburgh who had hastened to the spot began

SHARCHING FOR THE BODIES. The first body taken out was that of Dr. Nar crede, which was fished out of the wreck of the first elceping car. It was found in a borribly mutilated condition, the head being burned entirely off and the left arm nearly consumed. Otherwise it was not disfigured, the clothing even not being

burned. After the recovery of this body no further efforts seem to have been made until nearly 4 o'clock in the morning, when a train arrived from Pouglikeepsie with gangs of workmen, an undertaker, and physicians. The services of the latter were, however, not needed, sa there were no wounded to be cared for. The disaster had been complete, and merciful in the thoroughness of its work. Its victims were all killed outright, probably instantly suffocated by inosing the fearful, penetrating flame, which instantly filled every port of the fated car. The work to be done was wholly that belonging to THE UNDERTAKER'S DOMAIN,

and in the prosecution of this he was directed by the railroad officials to do everything necessary and

barge the bill to them. On the other hand, the Company's officers and the workmen they brought from Pougakeepste immediately began the task of repairing the track. And in this important work they remained indusrionsiy employed up to last evening, giving no at tention whatever to the search for bodies. Two men in the employ of the Company, but at the time off duty, and tarrying in New Hamburgh, volunteered their services and went to work with an earnestness deserving all praise in the humane work of

RECOVERING THE BODIES. They continued the work indefatigably from the time of the subsidence of the fire until late last evening, and were instrumental in taking out the remains of sixteen or seventeen corpses. These men worked with long poles or boat hooks, with which they dug in the flooded debris of the sleeping car. standing on the edge of the wreck. As bodies were brought to the surface ropes were attached to them and they were dragged out upon the ice and thence taken to the embankment and ;placed in a car stationed there to receive them. Other than these two men, who were voluntee; s, the rescuing of the bodies and taking them to the place of deposit re mained wholly with the undertaker and suca assistants as he could procure from the bystunders. In this work many irresponsible, and some dishonest people found employment, and to the everlasting disgrace of the neighborhood, some scoundrels were ound to engage in the work ostensiby from humane motives, but really for the opportunity of

ROBBING THE PERSONS OF THE DEAD. It was reported that a deal of this shame'nl work was done. One inhuman being was seen to wrench a valuable diamond ring from the finger of Mrs. Pease, of Buffalo, which he secured on his own finger. It is said this morning that this wretch has been arrested, but the rumor lacks confirmation

It seems to be satisfactorily ascertained that no lives were lost in any of the cars buck of the first sleeping car. How many passengers were in the first sleeping car is altogether conjecture. The railroad officials say that they have found the tally-list of the conductor of that car, but do not produce i According to their representation of its contents, as communicated to THE SUN yesterday, it showed but fourteen passengers. But to show the fallacy

NINETERN BODIES have already been taken from the wreck of that car. How many more it contains, buried among the broken couches and furniture of the car, and buried in the Gibris, cannot even be surmised. No effort has yet been made to raise the wreck out of the water, or to give it any further explorations than can be done by means of fishing in at with boat-

books and poles. The inability of the rellroad company to tell how many lives were lost is seen by the statement of the conductor of the train. He had collected, he says, 65% sleeping car passenger tickets. After the accident 43 of the sleeping car passengers went on with him to Poughkeepsie; 3 went back to New York; 8 went to bed at New Hamburgh, leaving 14% missnz. In addition there are five employees of the nadertaker has the remains of three employees and sixteen passengers, and the engineer and his triend Bartlett are still known to be in the wreck. Then one other employee makes

TWENTY-TWO LIVES KNOWN o be lost, or 35 more than the Company pretend to

account for. The bodies of Mr. Forbush, Mr. Gillett, Mr. and Mrs. Fease, all of Buffalo; Mr. Benedict of Cleve land, and Mr. Germain of Rochester, were sent north by the early train this morning in charge of their respective friends. Mr. Naucrede's body was It is pretty definitely ascertained that there were no mails on the train that was destroyed, the through mails being sent out on a later train, and the local mails leaving New York earlier.

CORPSES IN THE UNDERTAKER'S HANDS Two bodies still remain in the custody of the un dertaker in Poughkeepsie which have not been fully dentified. One is that of a man about six feet in neight, rather light built, durk hair and high fore-head, dark chin whiskers and moustache. He was apparently about 40 or 45 years old. He wore, when found, only underclothing. His left side, from the

shoulder to the hip, was badly burned.

The second is that of a man about five feet eight in height, and weighing full two hundred pounds. he were a heavy and full iron-gray beard, but no moustache; hair of a darker shade of gray. He had on only a pair of drawers and a night shirt. The body was not badly burned, but blistered in spots, especially about the head. This is supposed to be the body of W. C. Curry, cashier of the

SECOND NATIONAL BANK OF ERIE. The friends of Mr. Curry are expected in Pough-keepsie to identify it. A coat fished out of the wreck near to the place where this body was found, contained a scaled letter of introduction addresses o Mr. Beatty of 57 Bieecker street, New York,

which reads as follows;
"This will be handed you by the bearer. Mr. W. Curry, cashier of the Second National Rank, Erie, Pa. "Signed, S. B. BENSON," Another coat found in the wreck contained wallet, in which was a card, inscribed:

B. A. LOVELL,
WITH
GEORGE C. ALLEN,
Importer and Manufacturer of Jewelry,
415 Broadway, New York.

The wallet also contained receipts for muskets furnished by a manufacturer in Milwaukee, and several notes, tin types, and other articles. On o..e of the pictures was a slip of paper, on which was written "Lillie A. Loveth." A card in the pocket of the cont read:

No. 119 Varick street, New York

From all this it is inferred that the coas belonged to the first described unrecognized body, who was

gave way with the weight of the burning wreck, which | following is a correct list of the bodies that have been recovered, identified, and claimed by their

friends: Capt. Harry B. Lovelt, New York. George S. Benedict, Cleveland, Onto.

A. W. Pesse, Buffalo. Mrs. Pease, Buffalo. A. Germain, Rocheste

A. A. Gillett, Buffalo.

Dr. Nancrede, New York. W. A. Forbush, Buffalo.
The Rev. Morrill Fowler, wife and three children. Lucius A. Root, Buffato. George R. Thompson, 67 Wall street. New York.

And two unknown, making SIXTEEN PASSENGERS IN ALL RECOVERED. Of the employees of the Railroad Company, the

following have been found: Peter Vorburgh, conductor of the sleeping car, be longing in New York. James Stafford, who ran a dummy engine in New York, and was riding in the baggage car with Crow, the baggage man, and James Vosburgh, colored, porter of the sleeping car.

THE HEROIC ENGINEER STILL MISSING. The bodies of Edward Simmons, engineer, and Lawrence Mooney, brakeman on the sleeping car, have not yet been found. It is disputed to-day that Bartlett, of the Oswego and Midland Railroad, was riding with Simmons, but nobody seems able to tate positively. At all events, Bartlett is still miss ing. The friend of Mr. Barns of Buffalo, who was known to take a berth in the fatal sleeping car in New York, is still in Poughkeepsie, looking for the body, which has not yet been found.

In addition to these missing ones, the Corone received inquiries yesterday for Mr. Kinsella, ITALIAN CONSUL AT MONTREAL,

and Dr. Lucca, attached to the same consulate, who it is feared, were on the train. Nothing has been seen or heard of them in Poughkeepsie up to this

THE SCENE AT NEW MAMBURGH TESTERDAY beggared description. The village was crowded with country teams attached to all kinds of conveyances, and from all directions, loaded with enrion people come to gaze upon the awful wreck. This eager crowd of morbid curiosity seekers covered the ice all around the fatal spot, and filled the embankments of the chosm. The railroad company had two large gangs of workmen employed BEPAIRING THE TRESTLE AND BRIDGE.

These gangs numbered at least one hundred me: each. Other gangs were in reserve, and by a system reliefs the work is kept constantly roing. Other gangs of track repairers are at work on the embankments, repairing the truck where torn up, and putting in switches to run both tracks into one to cross this broken place. All these energies are concentrated on setting the western, or river side track, in running order, which will probably be accomplished by to-day, so that trains can pass, The wreck of the fatal train lies half submerged in the water, and ice beside and inside of the ruins of the old treatle and bridge. The awarm of railroad workmen give the wreck no further attention than to destroy and remove such portions of it as may chance to come in their way in the progress of the work.

NO PEFORT WHATEVER is making to recover any of the missing bodies, save as the swarm of curious country people poke about with roles to see what they can stir up. Fragments of broken and taif burned trunks and express pack ages, he scattered about in all directions, remnants of clothing and the wrappings of passengers burned beyond further use, cover the ice broken cars and torn and ruined, drapery from the sleeping care, scraps of gaudily colored vancering and oil cloth, lining richly uphoistered, seats and couches black ened with smoke, and saturated with water, scraps of highly plated wares and hand rails, bure and shapeless masses of sheet from once forming the coofs or bodies of cars, charred timbers, and every conceivable type of destruction litter the scene am all this wreck and ruin. The remains of the fated express train are clearly traceable, though the portions of the oil train that were destroyed are altogether beyond recognition, save in

MASSES OF OLD IRON. The channel of Wappingers creek at the point of the disaster ran beneath the drawbridge, where at fuel disaster an beneath the drawfridge, where at high tide there is between twenty and twenty five ing; we should have left at 8 P. M. feet of water. At the south end of the brige the feet of water. At the south end of the bridge the deep two hunared feet away. This space was covered by a trestie leading to the solid embank-ment beyond. The collision that caused the serious ocomotive of the express train and the head of the train having crossed this two hundred or more feet of treatle, the engine, when it struck the wreck of the capsized oil car, seems to have been

THROWN FROM THE TRACK ON THE EAST or inner side of the bridge, and plunged into the water directly against the stone abutment forming the northern bounds of the bridge, and where the water is deepest. The iron express car crowded hard on the engine, and when the latter plunged into the stream it followed, falling partly on top of the engine, and rolling over on to the ice beyond or

higher up the creek.
CRUSHING TUROUGH THE ICE and sinking through in a broken condition. Then followed the heavy baggage car, finding a temporary iodgment on the wreck of the submerged engine and express car, where it was completely burned. This wreck filled the channel of the creek, and the rest of the tra in came to a stand still on the trestle work and embankment at the south end.

They do not seem to have been injured at all by the collision, and were not even thrown from the track. But the moment the

ENGINE STRUCK THE OIL CAR
the air was filled with flame for 50 feet in every direc ion, communicating fire to everything with which it came in contact. This blinding, blistering, penetrating flame doubtless filled the first sleeping coach almost instantaneously and suffocated its occupants. It enveloped the second sleeping car at the same time though with less penetrating force, the affrighted passengers escaping by the rear door as the threatening tongues of fire showed themselves through the ventilators in the roof and the shattered windows at the sides. From this car the escaping passengers were compelled to pass through the third sleeping car to reach solid footing which was only found at the rear of that car. These three sleeping cars were therefore standing on the trestle. The cars in the rear of them, two sleepers and one common passenger coach, wore at once uncoupled and shoved back down the track beyond danger,

leaving the three sleeping cars at THE MERCY OF THE FLAMES, which had already taken hold upon the third before it was wholly empty. Thus then these three cars stood on the track enveloped in flames, the trestle apporting the track being also furiously burning, and a wild and spreading sea of flame covering the ce about in all directions, and thus they burned unil the trestie gave way beneath them, settling gradually and letting them over on their sides on the inner side of the track, and in comparatively shoal water, where the parts of them remaining above water continued to burn until the water's edge was reached. And thus to this hour they remain, with al

THEIR HORRIBLE SECRETS of untold and unsuspected dead. Their ponderous shape ess outlines are distinctly traceable, filled with nizable garments, and the finery with which they were originally decorated. The margin of the ice up to the very wrocks themselves is perfectly secure, giving standing place to hundreds who occupy it, and amuse themselves by

FISHING FOR TROPHIES OR SPOILS. and here they will remain probably until the Hudson River Railroad Company get their track fully repaired and in running order, when possibly they may be lifted out and their dread secrets exposed. giving perhaps and termination to the anxious sus-pense of the friends of missing ones, or in the delay the tide may float their contents away, and remove from reach the testimony that might compet the

to those who have thus been bereft of their mai

There are but few incidents to add to such as have The treate and bridge soon became fire-easen, and I supposed to be Capt. R. H. Lovelt, U. S. A. The been already published. Mention should be made. I testified that directly after the first shock he saw the

HE THOUGHT OF OTHERS who might be in the car, and went back to render them assistance. He aided in getting Mrs. O. B. Farwell, of Chicago, out. Mrs. Farwell with her husband occupied the foremost stateroom in the second car. She escaped in her night-dress, losing all her apparel. Her husband lost everything out

his pataloons. He had \$800 when he started from

and was lost. After saving himself,

New York. He had purchased through tickets for himself and wife to Chicago and seats in the extra class car. He lost all his remaining money, as well as his tickets and clothing.

WAPPILY ESCAPED. Mr. Barnes, salesman for Messrs. Barnes, Ban eroft & Co., of Buffalo, who it was supposed was lost, telegraphed to Mr. E. D. Barnes of this city yesterday that he had arrived at his destination and

A man named Resenthal, a cattle drover, was in the first sleeping car, and escaped. Among the passengers who were on the train of the Hydson River R-iiroad that was wrocked were ex Judge Benry R. Loew, Treasurer of the Midland Ratiroad Company, and his brother. They were in a sleeping coach that was not burned, and thu-

escaped injury.

A LITTLE COMMON SENSE. A correspondent asks: "Why not have a system of slered rocket lights on railroad trains at night? Had a few red rockets been sent up immediately after the accident to the freight train, it might have prevented the collision.

TEN THOUSAND DOLLARS LOST. George B. Post, a traveling agent for the manu'ac uring jewelry house of Miller Brothers at Nawark who was on the wrecked train, escaped with slight bruises, but lost a trunk of sample jewelry worth about \$10 000. The trunk was fished up, but was eadly smashed, and its contents were missing.

eadly smashed, and as contents
OPENING THE BOAD.

"Hubson Elver Deport. The richt street, New York,
Feb. 8.—A bridge has been constructed at New Hamburg, and all trains on the Hadson R ver Railroad will
run regularly again to morrow morning.
W. H. VANDERBILT."

POUGHERERSIE, Feb. 8.—The Coroner's inquest in the case of the recent railroad accident was com-

menced here to-day before Coroner Andrus, upon the body of James Stafford. The first witness called was ex District Attorney Wm. J. Thorne of Poughkeepsie, who testified as

follows:

I was in the rear car of the train and asleep; first heard the crash; great confusion ensued, and I got out and walked up the outside f the car on the river vide. The engine of the oil car had passed my train before I went out. Part; of that train was left on the bridge. There were several tanks of oil on it. I saw nothing but flames; tany were in every direction; everything seemed to be a sneet of fire. There were some cars on the bridge wolch hal not falien from the track. The fire must have enveloped everything at once. I directed a man I saw to uncoupie the next car to him, which be did, when we snoved two cars back. All this occurred on the drawbridge. My impression is that four cars were destroyed. I saw passengers getting out of the fourth car from the rear. The fire was very hot; one would keep going from it all the while. All that could be seen was

ONE GREAT VOLUME OF FIRE. There were streaks of smoke with the flames, the latter shooting up fifty or one hundred feet. If there had been half a dozen cars piled up they could not have been seen for the flames. It appeared from the looks of the ties that the car can off the track at New Hamburgh station. The oil cur was not on fire until struck by the locomotive of the up train.

CHARLES COSSUM, CONDUCTOR York at six minutes past 8 o'clock Monday even

or the people and conducted the proceedings. Witness continuing—I was sitting in the rear end of the second sleeping car with Mr. Scott, the consctor; be heard the first whiste that was blown rased Pishkill fitteen minutes past ten. The whister and probably hown at le was probably blown at

TWENTY-SIX MINUTES PAST 10 : was seventeen minutes behind at Fishkill; our time there is 9:58. I heard the second whistle, and went out on the platform and commenced putting on the brakes. Mr. Scott rellowed me out, and out on the brakes. Mr. Scott rellowed me out, and out on the brakes on the other car; as I got my brake on and turned to take hold of the other I felt the engineer reverse his engine. In a short time, two or three seconds, I felt as lock, and the car then went on fifteen or twenty feet, and then came to a dead stand. There were but two sensations. I saw a glare of light, and looking out saw a mass of fiames. I was on the river side. The instant the train stopped the light flashed up like guspower. There was no fire fill the engine struck; the oil from the oil or then entered the fire box of the engine, and became ignited. The line of fire sprang up like a wall of fiame. The fore part of my car was then in the fire. I heard no explosion, I suppose

car was then in the fire. I heard no explosion, I suppose

THE OIL TANKS WEER BURST
by the engine ranning into them. You could see nothing because of the fire. Mr. Scott and myself then got all the passengers out of the car. The cur was then all on fire. It was the second steeping car. There was only one in front of it. The train consisted of the locomotive, express car, baggago car, five sleeping cars, and one coach. When we went out of the second car I thought the flames would follow back. All the passengers were then out of the third car, and that part of the train was uncoupled and shoved back. Part of the oil train had broke loose and gone south, and the other part was further back. When I got to the third car the forward to afform was on fire. That was the car Mr. Scott had put the orake on. I then found we had saved all we could; that the three sleepers were zone. I then went iorward to see what was the matter. I could see nothing all the way up to the bridge for the flames, which seemed to rise solid y twenty-five or thirty feet. I know nothing more about the accident except.

about the accident except

I DID THE NECESSARY TELEGRAPHING.
I have no absolute knowledge as to the first car
going off the track; only conjecture. The first and
accond steepers were on the bridge, and the flames
were burning under the bridge on the ice. I heard
no sound of anything but the roaring of the flames.
Peter Vosburg was conductor of the first sleeping
car. I don't know whether the patient brakes were
used. I am certain no lines were behind the first
sleeping car. If the robes had been pulled my
brake would not have been affected after I had put
it on. The engine was reversed after we had run
about ten rods. We were

about ten rods. We were

NOT TRING TO MARR UP TIME.

In cold weather, our orders are not to make no time. The engineer was considered a good man. There is a flag-man at the draw. The engineer said he told him to put out a red light as he passed. The first signal we got was forty yards from the bridge. The engineer of the oil train had jumped off to give a signal. I think that the cars in the oil train which ran off were rather back of the centre of the train. As a rule, we are on time. If we had not been behind time the accident would not have occurred. The night was perfectly clear. The curve south of the bridge would prevent an engineer from seeing a cur off the track on the bridge. I had taken up at the tickets in the sleeping car; you could put thirty passengers in the sleeping car; you could not have occupied; I should judge there were two staterooms in the first sleeping car, but twelve could occupy the whole; there were two staterooms in the first sleeping car, but only one was occupied; I should judge there were sixteen or seventeen in the first sleeping car, but only one was occupied; I should judge there were sixteen or seventeen in the first sleeping the large relative to having

which appeared in the Foughasepsic Edge Feative to having

BIXIT-FIVE SLEEPING-CAR TICKETS;

I found one or two more persons who said they were in the first elector, but when I came to sift them down they could not tell: I had in my car forty-seven passengers who told me they were in the sleeper; there were three persons who went to bed at New Hambursh; that made thirteen missing; there was one child somewhere in the sleeping car that I got a half ticket from; I got no tickets from two small children; I found no one to respond to a half ticket; there were three brakomen on the train. Here the witness described the patent brakes, but

could not say whether they were applied. They might have been and he not know it. Trains run at full speed over all the bridges. The inquest was then adjourned until 2:30 P. M. DURING THE AFTERNOON SESSION

James D. Scott, the conductor of the slaeping car, testified to a positive knowledge of the fact that the passengers of all the cars, except the first sleeping car, were saved, and that the train was running

Hammond V. Grout, conductor of a sleeping our,

first sleeping car lying on its side, inclining to the east, and parallel with the track. It was in flames and no help could be given those inside.

The inquest then adjourned until Thursday at 2 o'clock in the afternoon. Up to this time no more bodies have been recov ered; but the grappling still continues. All the bodies found thus far have been identified. There

are nineteen of them, as follows: Geo. S. Benedict, Cleveland; A. A. Giliett, Buffalo; Arthur W. Peace and wife, Ebuffalo; Lucius A. Root, Buffalo; R. Germain, the Rev. Morrell Fowler and wife and inree children, Dr. Samuel J. J. Naucrede, Robert Vosburg, porter of the Wagner car: James Stafford, New York; W. H. Forbush, Buffalo; tseo. R. Taomuson, New York: Peter Vosburge, sleeping car conductor; Win. C. Curry, Eric, Pa.; R. H. Lovell, New York.

Two more bodies are yet to be recovered, that of Simmons, the engineer, and Lawrence Moony, the brakeman, which makes

TWENTY-ONE VICTIMS IN ALL. I am told that a child's underskirt was found on the ice marked Ella Shields. I have seen Edgar Underwood, the conductor of the oil train, to-night, He says the accident was caused by a broken axle on an oil car. It broke on the switch at New Ham burgh station, and as the caboose passed, some one at the station "halloaed." Everything was done that was possible to stop the train. He saw the oil car run on the bridge, and saw it about to cross on the up track; the train was then nearly stopped, when he got off on the no track, and his brother on the down track, both looking for the up train. His brother immediately shouted, "There comes the train." Every effort was made to stop it, but it looked as if no power on earth could do it. He saw the lecomotive strike the car, when the flames burst out in every direction.

Blographical Sketches of the Dead. Mr. Benedict, who was killed, began life as printer's boy in the Cleveland Herald office. Dur ing the progress of his career he was at first a news boy of New York, next the publi of a farmer's daughter, who taught him English grammar and mathematics, and classics and general literature Within eight years he acquired the position of edi tor-in-chief and proprietor, which he held until his

MR. GEORGE R. THOMPSON. Another victim is Mr. George R. Thompson, of 47 Wall street, in this city. Mr. Thompson was a ris ing young lawyer, and highly respected by the New York Bar. He resided at 162 Adelphi street, Brook lyn, and leaves a wife and child. Mr. Thompson lei New York for Albany on the ill-fated train, expecing to arrive home on Tuesday evening. His part ner. Mr. Town, not hearing from him, and learning of the disaster, sent a friend to Poughkeepsie who found the remains, and telegraphed who found the remains, and telegraphed to the family. The body will be taken to Montpelier, Vermont, to the residence of Mr. Thompson's father. The body was found half under a huge beam of the bridge. Part of his limos and truck were burnt away. Mr. Thompson was born at Montpelier. Vermont, and was about 35 years of age. He studied law at the Montpelier University, and practiced for a tine is bis native place. About twirteen years ago be came to New York and was admitted to the New York Bar. He was originally connected with the firm of Andrews, Colby & Thompson, but about three years ago he became a Thompson, but about three years ago he became a partner of Mr. Town. Mr. Thompson was a fini-hed inverrand through his twelvy years practice in taicity has made hosts of friends in his profession All day restorday the office was crowded by the many triends of the deceased gentleman.

CAPT. HARRY B. LOVELL. One of the three bodies last recovered was identi fied as that of Capt. Harry R. Lovell of this city For many years Capt. Lovell was engaged in busi ness in and about Wall street. He was a high minded, honorable gentleman, and enjoyed the res ect and esteem of a vast number of merchants here and abroad. He was also a member of th Masonic traternity, and was recognized as a bright and shining light by the brethren of the mystic tie In conversation and business matters he was frank In conversation and business matters he was trank and outspoken, detesting deception. H; was generous to a fault and very hospitable. Cupt, Lovelleavs a coung wife who is nearly crazed at her great bereavement. She was formerly a resident of Providence where herself and impound have many relatives and triends. Tarough the exertions of Mr. R. H. Johnson, a friend of the tamity, the remains of Capt. Lovel; were brought to this city last high; and are to be forwarded to Providence and buried with Masonic honors in the family vault.

A New York Merchant's Death Warrant A New York Merchant's Death Warrant—Ticket for Berth No. 10.

Mr. Walter A. Lyon of Cincinnati, who, says the Evening Telegram, lives in New York, has bought berth No. 10 in a Buffalo sleeping car. By accident another gentleman got this berth, and he got No. 8 in the next car behind. He was awake at the time of the collision, and was thrown forward in his berth. He say the people rushing from the car. He thought they were footish, as he believed the car had only gone off the track, and, as it was fearfully cold, he determined not to stir until they got on again. The next thing he saw was the check string of the cir on fire and dropping to the ground in cinders. He tnen supposed that they had run off the track into a wood on fire. Even then he did not stir until some one shouted:

"Quick, the car is one fire!"

At the same time toick volumes of black smoke rushed in through the fire and of the car. On his way he managed to pick up his other shoe, and dressed himself on the track outside. His other clothes and lugrace were destroyed. Not a moment, he saw, could have clapsed between the collision and the bursting form of the fluxes. The gentleman who occupied the berth, which he bought, and for which he showed the reporter a ticket vesterday, which he calls his death warrant, was burned to death. Ticket for Berth No. 10.

A Singular Railway Accident in the Berger

A Singular Railway Accident in the Bergen Cut-Caught up by a Cow-Catcher.

An express train on the New Jersey Railway started out at 4 o'clock yesterday afternoon. It had passed hail-way through the Bergen cut, the heavy-cloud of smoke borne down by the moist atmosphere hiding every object on the track, when the engineer biew the whistle for turning the brakes. Coulter, the o'dest conductor on the road, who has survived all accidents for thirty years, made his way quick y to the locomotive.

"Hailoo, Coulter," said the engineer, "I guess l've struck a man. He must be lying some four or five hundred yards back."

Before reversing the engine, however, they jumped out to see how matters stood, and found that the victim, instead of lying a mutilated mass behind the train, was singularly on the cow-catcher, dying, but in no way mangled. He lay on his back, having been caught up in that position, and carried forward until the train was stopped. Two men were placed in position to hold him where he lay, and the train was driven on to West End, where the unfortunate man died. He was a good-looking, robust man, of a florid complexion and brownish hair. He had on two pair of trousers. robust man, of a florid complexion a hair. He had on two pair of trousers.

Two Men Killed by a Locomotive. Two Men Killed by a Locomotive.

At 5:20 last evenium Patrick Doan and James Teedan were standing on the track of the New J respective to the New J respective to the Allway, beside an encine which was taking water at the eastern end of the bridge across the Raritan at New Branswick. The noise of the escaping steam prevented their hearing the approach of another encine, which was "dying" a car into the currhouse, and they were ooth ran over and killed. Teedan's wise died in child-bed at 2 o'clock yesterday afternoon.

Tyron Reakirt's Forgeries.

Tyron Reakirt's Forgeries.

Philadelphia, Feb. 7.—An extensive series of forgeries committed by Tyron Reakirt, of the firms of John Reakirt & Son and James, Reakirt & Co., wholesale druggists, have been unearthed. Those discovered are over \$100.000, and are scattered among various wholesale drug firms. He had over a dezen bank accounts, in all of which he had obtained leans on forged acceptances. Reakirt has been engaged in private stock speculations, laving been a large dealer in reading, and he has balances in nearly all the banks of this city, which he had used to further his operations, but not sufficient to cover the amount of his forgeries. Both the above firms and Reakirt's father are among the victims. The banks concerned have kept the matter secret, in horse of having the losses refunded; but the details have at last been divulged. tails have at last been divulged.

HOURS OF LEISURE.

Mr. James Parton will lecture in Association Hall courth avenue and Twenty-third street, this evening. Laura C. Holloway lectures to night on "Char-lotte Broate" in the Tweath street Reformed Charca Brooklyn.

LONG ISLAND.

The contract for completing Stewart's railroad was signed on Saturday, and the road is expected to be finished by July 4.

The East River Perry Company are about to build three new iron boats, similar to the Southampton, and next summer will run between James slip and Hunter's Point every 15 minutes.

Charles W. Jay has left the Trenton Sentinel

Edwin Adams, the actor, can turn a hand-spring, and Dan Biyant can stand on his head.

Mr. Charles T. McClenachan, chief cierk of the Department of Public Works, was yesterday appointed as temporary Collector of Assessments, pending Mr. Honry Start was hard a factor of the Contract.

NO TIDINGS FROM THE TENNESSEE.

The Effect of the False-Reporting Tribune's Latest Cauard in Washington-Business in Congress Suspended, and the Presi-dent Giving up his Dinner Party.

WASHINGTON, Feb. 8 .- This afternoon a rumor pread like a flash over the capital that the Tennessee, with the San Domingo Commission on board had been lost at sea, and all on board perished When it reached the floors of the Senate and House business was almost suspended, the seats emptied, and small knots of members gathered over the House to discuss the news and its probability. Rarely has anything produced such a profound sensation. The False-Reporting Tribune was quoted as authority for the statement, and soon the wires were brought into use to appeal for light. It soon came that there was no news from the vessel since she left, and this only added to the suspense which has daily been increasing, as the facts have become more generally

known. It is now twenty-three days since she sailed. The time to Samana is from five to seven days, and from three to four days from Samans to Havana. A message received from the latter place to-day re ports no tidings yet received. An order was given by the President to Admiral Poor to send a despatch boat to Havana as soon as the Tennesses arrived. This boat should have reported at Havana

arrived. This boat should have reported at Havana over eleven days ago.

The Tennessee is really on her trial trip, having been rebuilt and with now engines, and nus never been on so long or dangerous a trip as the present one. It is foared that she has had trouble with her engines, and has been compelled to resort to canvas, and some intelligence is hourly expected. The President and Secretary of State have been worried about it for over a week, and when it was rumored this afternoon that she was lost it made such an impression on the former that he gave up his dinner party and denied himself to visitors.

The wife of the commanding officer is here at a hotel and does not express any slarm for the safety of the vessel. Her feeling, however, are not shared by others, and for once San Domingo has few or no friends.

THE TIMOTHY J. CAMPBELL BALL

A Burst of Glory, a Flutter of Loveliness, and a Blaze of Distinguished Politicians in Irving Hall. A brilliant assembly met last night at Irving

Hall to do honor to the popular young Assembly man, Timothy J. Campbell. The hall was tastefully decorated with red. white, and blue streamers from the dome to the galleries, and the latter were festooned with scores of American flags. Numerous cuntains sent forto fragrant odors, and birds of all hues warbled sweetly. A very handsome trans-parency adorned one end of the ball, with the words, 'T. J. Campbell Association, 1871," while at the other was a fine oil puinting of the bandsome Tim. Prominent among the cians were Judges Shandley, Tracy, Kivlen, Scott, and Dowling, Gen. Wm. M. Tweed, Jr., Aldermen Bitt. Miller Gen. Wun. M. Tweed, Jr., Aldermen Bitt. Miller, Healey and Rilev. the venerable ex-Alderman Stewart, the Hon. Michael J. Shandley, the Hon. Napoleon P. J. Bogart, John Pickford and a delegation from the Oriental Club, the landsome J. V. Boyle and a deputation from the Americus Club, the ubiquitous Col. Frank Duffy, the gallant Maj. James. Donohue, the genial Capt. Jan. E. Boyle, Police Capts. Chirchy and Allaire, Warden Tracy, the Hon. Matthew Patten, Fresident of the Association, Capt. J. E. Lansier, and Lundreds of others too numerous to mention.

J. B. Lansier, and Lunaireds of others too numerous to mention.

At precisely 12 o'clock, the Hon. T. J. Campbell.
accompanied by Senator Thunderoots Norton, the
Hon. Larry O'Erien, and a large deputation from
Albany, arrived, and received a tremendous ovation
from the ladies and gentlemen present. Dancing
was resumed and kept up until daylight, and all
left firmly impressed with the popularity of Assemblyman Campbell and to dream of his next angust
reception.

THE WAR IN FRANCE.

Paris Longing for Peace-The Germans Pre-

paring to Overrun France-Proposed Ex-tension of the Armistice. London, Feb. 8. -The Times of to-day, in an editorial upon the situation, says that all the infornation received from Paris indicates a lo ging for peace at any price. The French provincial press

THE GERMANS PREPARING TO OVERBUN PRANCE The Daily News says the Parisians will vote to sy in entire dependence upon the good faith of the Germans. It is impossible to complete negotia-Assembly and the 18th, when the armistics expires, and when fighting may be resumed. It is said, con inues the News, that the German preparations t overran the whole of France, in that event, are o

he most formidable character. PROPOSED EXTENSION OF THE ARMISTICE. LONDON, Feb. 8 .- The Brussels correspondent o he Telegram says that Odo Russell, the British Representative at Versailles, has been instructed to sustain the demand made by M. Favre for an exten-

LONDON'S GIFTS TO PARIS. LONDON, Feb. 7.-Fifty railway wagons, laden with provisions, entered Paris on the 3d, all bearing the inscription " London Gifts to Paris,"

London, Feb. 7.—The Eastern Conference met again to-day, with representatives in attendance from all the consignatory Powers, except France. Upon the adjournment, assurinces were given out that a pacific solution of the entire Eastern question had been attained.

Illness of the Hon. Lawrence D. Klernan. that the popular Clerk of the Board of Educationthe Hon. Lawrence D. Kiernan-was lying at the point of death from typhoid fever. A representa-tive of THE SUN culled at Mr. Kiernau's residence. 23) East Thirty-fifth street, late last night, and was informed that Mr. Kiernau was pronounced out of danger by his physicians, Prof. Clark and Dr. A. E. M. Purdy.

Tom Allen's Challenge to Joe Coburn. Tom Alien, the ex-champion of America, has challenged Joe Cooper to flant. Alien offers \$3,000 evanuat Cooper's \$2,000. Coburn is to fight Mace in April.

FLASHES FROM THE OCEAN CABLES.

The war in Bolivia continues Buil fights in Lima are revived. Ecuator and Colombia are snarling at each other. The appointment of Bl.cque Bev as Turkish Min-ister to Greece causes a painful impression in Athens. Ewens's extensive thread mills at Manuhester. England, have been barned. Nine hundred operatives are thrown out of employment.

LOSSES BY FIRE.

Nathan Card's dwelling in Warwick, Mass., was burned on Tuesday. Insured \$1,000.

Bowen & Franklin's jewelry manufactory in Warren, blass, was partially burned jesterday. Loss about \$1,000. Dr. Joseph Cress's barn in North Broad street, Elizabeth, N. J. was burned on Tuesday night. Loss, \$5,000; insurance \$750.

yesterday. Loss. \$20,000.

The loss by the burning of the American Saw Company's works in Treaton is fully \$90,000 on the building and \$40,000 on the stock; insurance, \$99,000.

The stock of Mr. O' Brien, costumer, at 233 Bowery, was damaged by fire \$500 yesterday. Officer O'Brien, in attempting to save the property, was badly barned.

SPARKS FROM THE TELEGRAPH.

The Boston French Relief Fund now amounts to \$52,000. The New Jersey House of Representatives yes-terday ratified the Plittenth Amendment, 3t to M.

In a Baltimore saloon yesterday issae M. Purnell struck James P. Scagge on the head with a pitcher, and killed him. and killed him.

Gov. Geary of Pennsylvania has sizned the bill incorporating a steamship company between Philadelphia and Liverpool.

A son of Wm. Cornell of Barrington, Mass., 11 years old, was drowned in Warren river on Tuceday night by failing through the loc.

A resolution censuring Gen. Grant for interfering a clections, especially in New York, was defeated in the Ohio Senate yesierday. Yess, 14: pays, 17.

The Montreal Gazette of yesterday morning says that it is authorized to contradict in too the statements of the New York Hernid with respect to the fishery question.

question.

Jame Watt of Stephentown, Rensselaer county, was mide crossing the rairoad with a load of charcost, was run against by a train, and fatally injured. His horse were instantly killed.

Vogel, Postmister-General of New Zealand, leaves San Francisco for New York, Washington, and Europe to-day. It addition to steaments subsiny matters, he as charced with the negotiation of a loan of seven milities counted for rairoads in New Kealand.

IS HE A MURDERER OR NOT?

THE STROUDSBURG, PA., MURDES

Ciarke and Smith Interviewed at the Jersey City Central Police Station-What Came of Begging a Pipe of Tobacco-Clarke Tells his Story, and Smith Denice

Everything.

James Smith, confined in the Police Centre Office of Jersey City on sutpicion of having been implicated to the Stroudsbourg, Pa., murder, and Clarke, on whose information the other was arrested, were last night interviewed by a SUN reporter. They are confined in separate cells, and were separtely brought up to be questioned. Clarks made his appearance first. He is a short, well-buils man, with a very ordinary face. There is no expression in his face except that of ignorance, and a this moment of caution and timidity. He looks like a tramp or picker-up of odd Jobs. At the request of the reporter he took a seat, and

toid his story at his ease.
"Well, air," he said, "last Monday night I came here to get a lodging, and when I got down in the lodgers' room,

I MET SMITH. He is the man as we are talking of. I hadn't seen him afore, you know, but after a while I heerd aim a-asking a Dutchman as was hear 'im for a pipetal o' tobacker. The Dutchman he wouldn't let 'im have it, and Smith then goes to a-swearin' at the Dutchman. I then said to Smith as I had beerd the

talk to me, and he told me the story as you wants to Reporter-Now, suppose you tell me what he sath to you, and make it as nearly like his words as you

Dutch were not wery liberal, and that made him

won't do me aav harm, will it?

The Chief of Police and some others who were

resent, assured him that he had no need of fear. and he then continued: "All right, sir, if it don't hurt me I'll tell rom but you see, if it would burt me, I know enough to keep still. Well, sir, he said as he had once got into a fight with some Dutchmen in a store, he and a comraid and the Dutchman follered 'em out and

ONE OF THE DUTCHMEN GOT SHOT. But Smith said as he had been shot too, and he showed me his arm, where two buckshot his him He and his comrade were arrested, but he and I broke out and ran away, but the comrade got sick. and they had to lay in a barn. He left him after f and they had to lay in a barn. He left him after t while, because, you see he couldn't carry his comrade on his back, and he said as he would have done it if is could; but he couldn't, and so be left him, and his comrade was arrested again, and he got four years. But he got away, and they didn't get him since. That's all, sir. Reporter—Did he tell you that his comrade had been hanged? Clark—No, sir; he said as he got four years. Reporter—What did you do when you heard his story?

Reporter—What did you do when you heard his story?
Clark—Well, sir, I said as they would arrest him if he told that story in Little Washington over here or in Seroudsbourg.
Reporter—Weat made you say that, Mr. Clark?
Clark—Well, sir, I saw as his looks was just like those of a man as was arrested over here in Little Washington last summer, and that 'ere man was arrested becas then said

HE WAS THE STRANDSBOURG MURDERBE. Reporter-Was that man arrested on account of his looks? Did he answer the description of the his looks? Did no answer to murderer? Clark.—No, sir, not as I heerd of. I heerd he was arrested becas he said something about his a-being a p-inter, and it was a painter as was the Strandsbourg murderer. Leastwise, so I heerd. Reporter—According to tank, then, Mr. Clark, this man's resemblance to the man arrested in Little Washington does not affect the question of his guilt?

Lattle washington does not a doct the question of bis guilt? Clark—I don't say as he is guilty, sir, or innocent, I ought to be a lawyer, I guess, to talk hore. Smith may be a president, for wot I know.

Reporter—I understand, Nr. Clark.
Clark—I knows nothing about him. I'm only a—tellin Smith's story. I don't say his looks has any meaning. I only say as he looks like the other man.

man.

Reporter—What did he say when you told him that he would be arrested in Stroudebourg if he old his story? Clark-Well, sir, he said as they would have te let him go again; but he didn't say anything more then, and looked at me as if he wanted to remem-oer my face. I waited till I had a good chance, and came up and told the Captain. I've been in a dis-terent cell since, but THEY DON'T TREAT ME RIGHT,

they don't. They don't give me haif enough to eat. Chief of Poince (astonished)—I don't know that. I'll see to your case to-morrow.

Clarg (trightened)—I don't say as you did it, sir; but taey're a starving me as is here a witcess.

Reporter—Mr. Clark, what made you tell the Captain here of what Smith hai told you?

Clarg—I knew about the other story, sir. I had heed as two men went into a Dutchman's store in Stroudsburg a couple o' years ago, and robbed something out, and they was tollowed by the Dutchman, and they was tollowed by the Dutchman, and they shot one of 'em. I remembered that, because it happened near where I worked, and I leerd as one murderer was caught in a barn, and they didn't.

Reporter—Did Smith say where this quarrel of his nad occurred?

Clark—No, sir; he didn't say as it was any place at all, or any time. He only said as it was long ago. And that's slt, sir, as he told me.

Clark having concluded his story retired, muttering something about 'I guess the,'re a goin' to hang me afore I know it.'

The prisoner, James Smith, was then called up. He is a little above the ordinary height and of medium build, with a pale face, somewhat gaunt, and a slight goate of light blue. He has a slight indentation near the bridge of his nose on the right side, but on the whole has not a bad appearance. The reporter questioned him closely, but could get little or no information out of him.

from beginning to end, saying that the word "Dutchmen" had not occurred between them at all. The conversation between them, as said, had arisen with some remark made by Clark about his arm, and the frontle he had in keeping a swelling in it down. He had thee shown him his own arm, in which there had been two buckahot wounds, which he had received at the hands of a palice officer from whom he was trying to escape in Connecticut. His story told to Cark, he said, had been about his arrest near Bridgeport for fighting, and about his twice breaking jail. He denied having said that he had ever shot anybody or anything, and shout his twice breaking jail. He denied having said that he had ever shot anybody or anything, and positively and repeatedly asserted that he had never heard or rend of the Stromtsbourg murer, or ever been in or near Stroudsbourg. He admitted that James Smith was not his only mame, but recused to give his aliases. He desied ever having been imprisoned in anything worse than a county jail. He had siways lived near North Castle, in Westchester county, at work for a farmer, and had never seen that a before. The experiences with which he disclaimed all knowledge of Stroudsbourg andworth had immediately been sent, asking for particulars of importance to this case.

JOZILNES ABOUT TOWN. HE DENIED THE TRUTH OF CLARK'S STORY

Thomas McQuian, aged 5st, of 6t Downing street, died suddenly on Tuesday night Mary Hocker of 146 and Jane Boyle of 507 Bayard street were found dead in their respective rooms voc-toriay.

The Board of Education last evening bd.

The following new teachers: Miss Wilhelmins M. Barstead, school No. 53; Miss Julia A. Smith, No. 43; Miss Aunie McVey, No. 3; and Mrs. Nancy Vaugin of same school. The West Side Association of Property Owners last evening resolved to petition the Legislature for the issue of a public fund or stock, with at least thirty years to run, to be applied to the completion of tae boulevards, avenues, and packs. John Reilly, slias Miller, an old man withoute residence, vesterday shouldered a well-clothed dummer frame in front of 98 Howery, and was walking of with t when a ciera arrested him. He was locked up.

WASHINGTON NOTES. Collector Murphy had a long interview with the President yesterday. Secretary Boutwell claims forty majority in the House against the repeal of the income tax.

The hearing in the case of the New York Central Railroad scrip dividend tax has been postponed until the loth inst. the lott inst.

The bar of the United States Supreme Court will
meet on Saturday morning with reference to the preposed Taney Fund.

It has been decided by the Committee of the
National Telegraph Memorial Association to erect the
Morse Monument at the intersection of Seventh street
and Pennsylvania sychue.